



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
D. M. Sugimura, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2305229
Applicant Name: Seattle School District Number One
Address of Proposal: 3701 South Kenyon Street, Wing Luke Elementary School

SUMMARY OF PROPOSED ACTION

Master Use Permit for construction of 15,364 square foot two-story addition onto the south side of the existing building; removal of five portable classroom buildings; and renovation of the existing two-story public school building (Wing Luke Elementary School) for a total of 19,232 square feet of remodeled and new space. The new addition will house classrooms, workrooms, storage areas, restrooms, cafeteria/auditorium, a kitchen, and a staff dining area. The project also includes provision of overflow surface parking for special events on the paved playground area, and street improvements (new paving, sidewalk and curb) on the school (east) side of 37th Avenue South where bus loading would continue.

The following approvals are required:

SEPA - To approve or condition pursuant to Seattle's SEPA policies. Chapter 25.05, Seattle Municipal Code. (EIS prepared by Seattle School District)

Development Standard Departures - to approve or condition the following departures:

- To allow less than required number of on-site parking spaces - SMC 23.44.017E
(Required 40 additional for 80 total; Proposed retain 40 plus special event parking on paved play area)
- To continue to allow on-street bus loading - SMC 23.44.017G
- To allow building height extension up to 10 feet for building addition - SMC 23.44.012
(Allowed 35 feet; Proposed no greater than 45 feet)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☒ EIS*

☐ DNS with Conditions

☐ DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

*Draft and Final Supplemental EISs completed by Seattle School District Number One.

A SEPA Addendum providing more detailed information about the proposed renovation was published February 13, 2004 by Seattle School District Number One.

BACKGROUND DATA

Site and Vicinity Description

Wing Luke Elementary School is located in the Van Asselt neighborhood at 3701 South Kenyon Street. The existing school is located on 6.85 acres that slopes down to the southeast and consists of a two-story, 30,648 square-foot school, 4,704 square-foot gymnasium, five portable classroom buildings, and a portable childcare facility. The main building was built in 1972. The childcare modular structure is located on the southwest portion of the site and was recently renovated. The existing parking lot is located on the north side of the school and provides 40 stalls. A grass playfield is located on the southeast portion of the site, and a paved playground occupies the southwest portion of the site, north of the childcare facility.

The site is bounded by South Kenyon Street on the north, South Kenyon Way and 39th Avenue South on the east, South Rose Street (partially vacated) on the south, and 37th Avenue South on the west. The surrounding neighborhood is predominantly composed of large, one- to two-story single-family residences. Multi-family residential properties are located to the east along South Kenyon Street. Beacon Avenue South is located two blocks to the west. Surrounding streets do not have curbs or sidewalks. Most single-family homes have garages, but some parking occurs on the streets.

Proposal Description

The project proposes to renovate and remodel the Wing Luke Elementary School by constructing 15,364 square feet of new space, for a total of 19,232 square feet of remodeled and new space. The renovation will provide new classrooms, workrooms, restrooms, a cafeteria/auditorium, kitchen, and staff dining area. The cafeteria/auditorium would include a stage to support the school's dance program and theatrical productions. The maximum height of the renovated building would be approximately 37 feet. Final design of the roof may change, but the maximum height would be no greater than 45 feet. The project would remove five portable buildings currently used as classrooms from the west side of the property. Four of the portable buildings would be relocated for use on other School District properties. One building would be demolished and removed. After removal of the portable buildings, the west side of the school would be seeded for lawn (approximately 3,775 square feet).

Other proposed site improvements include a new, gated service drive from 37th Avenue South to the existing paved playground area. Required on-site parking would add 40 parking spaces to the existing 40 spaces provided in the north parking lot. The gated driveway would provide access for overflow parking during special events for an additional 40 vehicles, which would park on the paved playground.

Thirty-seventh Avenue South is currently used for bus loading. Proposed improvements to 37th Avenue South include widening to city standards, new paving, and installation of curbs and sidewalks on the school (east) side of the street.

Public Comments

The SEPA comment period ran from November 2, 2003 to November 16, 2003. No comments were received.

A public meeting of the Development Standard Departure Advisory Committee (Departure Committee) was held on October 22, 2004 to gather and evaluate public comment about the proposal and its associated requested departures from City of Seattle development standards for building height, parking, and bus loading requirements. Notice of the public meeting was sent to the Neighborhood Service Center, several community organizations, all residents within 600 feet of the school property (approximately 300 homes), and publicized through the DPD's General Mail Release. The meeting was attended by three members of the general public, all of whom live on streets adjacent to the school property. One resident who lives on 37th Avenue South across from the school was concerned about additional view blockage from the proposal. The project manager explained that the proposal would not add greatly to the existing view blockage from his property and that landscaping may enhance ground level views following the removal of the portable buildings. No comments regarding the proposed departures were received.

The Departure Committee determined that all departure requests are minor and that no additional meetings would be needed to gather sufficient public comment and information for the committee to make a recommendation. The Departure Committee deliberated and unanimously recommended approval of all requested departures.

ANALYSIS - DEVELOPMENT STANDARD DEPARTURE

This Development Standard Departure process is being conducted pursuant to the provisions of the Seattle Municipal Code (SMC) sections 23.79.002.012. Pursuant to these provisions, an Advisory Committee was convened, public comments were received, and a written recommendation to the Director of the Department of Planning and Development (DPD, formerly DCLU) was prepared. This analysis and decision is made pursuant to the requirements of SMC Section 23.79.010 (i.e., that the Director determine the amount of departure to be allowed as well as mitigation measures to be imposed). Criteria set forth in the applicable code sections are to be used for both the Departure Committee's recommendation and the Director's decision.

Specific Departure Requests

The Seattle School District (the District) on behalf of the Wing Luke Elementary School Renovation and Remodel Project requests the following departures:

Bus Loading: The School District requests a departure to continue on-street bus loading on frontage along 37th Avenue South.

Building Heights: The School District requests departures to increase the permitted height (35 feet) up to 10 feet for the building addition (no greater than 45 feet).

Parking: The School District requests a departure to provide 40 parking spaces on site, and to allow overflow parking during special events on the paved playground. The Land Use Code would otherwise require 40 additional (80 total) spaces for the proposal.

Criteria for Reviewing Departure Requests

According to Section SMC 23.79.008, departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 SMC, to ensure that the proposed facility is compatible with the character and use of its surroundings. In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas: The Advisory Committee shall evaluate the acceptable or necessary level of departure according to:

- Appropriateness in relation to the character and scale of the surrounding area;
- Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
- Location and design of structures to reduce appearance of bulk;
- Impacts on traffic, noise, circulation and parking in the area, and
- Impacts on housing and open space.

More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility that can be accommodated within the established development standards.

Departure #1: Allow continued on-street bus loading

A. Relationship to Surrounding Areas

1) Appropriateness in relationship to the character and scale of the surrounding area. On-street bus loading and unloading occurs in frontage on 37th Avenue South and would represent no real change from the current situation. Total enrollment at Wing Luke Elementary School is not anticipated to increase in the near future. Current enrollment is approximately 290 students. The development would increase Wing Luke's enrollment capacity to a maximum of 450 students.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale. Since this request is for bus loading and unloading only and does not involve the development of any structures for this use, this criterion does not directly apply to this request.

3) Location and design of structures to reduce appearance of bulk. Since this request is for bus loading and unloading only and does not involve the development of any structures for this use, this criterion does not directly apply to this request.

4) Impacts on traffic, noise, circulation and parking in the area. Currently, four to five buses utilize 37th Avenue South for loading and unloading. The overall number of drop-off/pick-up trips is not expected to increase with the project. On-street bus loading and unloading would represent no real change from the current situation.

5) Impacts on housing and open space. There would be little or no impact of granting this departure request on open space. Denying the departure could result in reductions of open space for bus loading pullouts. The departure would allow existing impacts from bus loading on 37th Avenue South to continue.

B. Need for Departure

Currently, four to five buses are staged on 37th Avenue South. There will be a continued need for transportation to the school and for bus loading and unloading. In light of the small size of the project site for its long-standing use as an urban public elementary school, on-site bus loading is not feasible without severe compromises to other educational and recreational program needs on the grounds.

Departure #2: Increase the permitted height for new building addition

A. Relationship to Surrounding Areas

1) Appropriateness in relationship to the character and scale of the surrounding area. The existing two-story school building is approximately 30 feet high. Due to its setback from property lines, low-pitched roof, and configuration with the declining slope of the site, the school is not out of scale with the surrounding neighborhood, which consists of one to two-story single-family residences. The School District requests that a departure from the 35-foot height limit be extended up to 10 additional feet. The current design would provide a maximum height of 37 feet. Because the new addition would be constructed down slope of the existing building, it would not appear taller than the existing building. However, the ultimate height would still be below the uppermost height of the existing building. The height extension is only needed for a narrow (approximately 20 feet wide by 55 feet long) gallery/stairwell space in the center of the new building. The height extension would be needed to maintain the contiguity of the new roofline with the roofline of the existing classrooms and meet the programmatic needs of the school. The actual height of the new structure would depend on the pitch of the roof and point of measurement from a variable grade level, but would not exceed 45 feet.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale. No meaningful impacts would result from the requested height departure for the building addition. Since the ridge height of the new addition would be lower than the height of the existing two-story school building, views of the property from the north would not be altered. Views of the property from the west and east would not be adversely impacted. The design maintains roofline contiguity between the existing building and the new addition and follows the slope of the site down to the south. Views of the property from the south would be altered most, where the structure would appear tallest. Views from the south would be mitigated by building setback from south and east property lines and the large grass playground area in the south and southeast portions of the site.

3) Location and design of structures to reduce appearance of bulk. As described above, the design of the renovation and addition minimizes the appearance of bulk and scale due to its location on site, site topography, and its relationship to the existing school building. Proposed setbacks for the new building from property lines include approximately 130 feet from the south, 125 feet from the west, and 100 to 215 feet from the east. The removal of portable buildings currently situated near the west property line and replaced with vegetation and landscaping would enhance the existing setback to the existing school building.

4) Impacts on traffic, noise, circulation and parking in the area. This request does not generate impacts related to traffic, noise, circulation or parking; this criterion does not directly apply to this request.

5) Impacts on housing and open space. This request for an increase in permitted height limits for the building addition does not generate substantial impacts related to housing and open space. One member of the public was concerned that the new addition would contribute to existing blocked views from his property on 37th Avenue South. Although the building would be visible from some neighboring properties, the use of architectural models at the public meeting demonstrated that from the perspective of his property, the addition would not create a new visual obstruction.

B. Need for Departure

The departure is needed to allow use of two floors while preserving limited outdoor recreational open space in the south/southeast playground portion of the site. Preserving this open space also provides a soft transition between the building and surrounding streets and neighboring properties. The lower floor would provide a remodeled gymnasium, and a new cafeteria/auditorium including a theatrical stage to support the school's educational program for dance and arts. The upper floor and lower floors would provide permanent classroom and learning center workrooms and allow the removal of portable classroom buildings.

Departure #3: To allow less than required on-site parking (80 required by the Land Use Code; 40 proposed plus overflow capacity on playground for special events)

A. Relationship to Surrounding Areas

1) Appropriateness in relationship to the character and scale of the surrounding area. This request for a reduction in the number of on-site parking spaces does not involve the development of any structures for this use; therefore, this criterion does not directly apply to this request. Use of the paved playground area for overflow parking during special events would typically occur on weekends or in the evening. Granting the requested departure would not result in a change in character for the surrounding area.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale. This request for a reduction in the number of on-site parking spaces does not involve the development of any structures for this use; therefore, this criterion does not directly apply to this request.

3) Location and design of structures to reduce appearance of bulk. This request for a parking departure does not include a proposal to develop any structures; this criterion does not directly apply to the request.

4) Impacts on traffic, noise, circulation and parking in the area. Wing Luke Elementary School does not generate large amounts of traffic, as children are transported to and from the school by bus or by parents. Approximately 35 staff utilize the existing parking lot on the north side of the site. The surrounding neighborhood is predominantly composed of single-family homes. Most homes have garages, although street parking does occur. Overflow parking would only be needed for special events, typically held in the evenings or on weekends. During these times, staff vehicles normally occupying the north parking lot during the school day would be reduced. Use of the paved playground area for overflow parking would provide additional capacity for approximately 40 vehicles.

5) Impacts on housing and open space. There would be little or no impact of granting this departure request on open space. Denial of the departure request could impact the limited existing open recreational space by converting a portion of the grass playground area to a paved dedicated parking lot. Additionally, there is the potential that denial of the departure request could have adverse housing impacts, as creation of additional parking could result in the acquisition and demolition of housing near the site.

B. Need for Departure

The programmatic needs of the Wing Luke Elementary School have led to the School District's decision to build the proposed facility. One component of the school's educational program is dance. To serve the dance program, the school expressed the desire for a larger stage as part of the new cafeteria/auditorium. The proposed addition will re-create in a new location the cafeteria and remodel the gymnasium, the two areas used by the Seattle Land Use Code to compute required parking. In this case, without fixed seats, parking is required at a rate of one space for each 80 sq. ft. of all auditoria or public assembly rooms. Eighty spaces are required, an additional 40 parking spaces per the Seattle Land Use Code. The recreational programmatic needs of the school utilize the limited outdoor open space located in the south/southeast portion of the site. Converting approximately 0.5-acre of this open space for use as a permanent parking lot would compromise the recreational programmatic needs of the school.

Departure Committee Recommendation

The Wing Luke Elementary School Development Standards Departure Advisory Committee has unanimously recommended approval of the following departures as proposed:

Bus Loading. The Wing Luke Elementary School Development Standards Departure Advisory Committee unanimously voted to approve the departure to continue bus loading on 37th Avenue South as proposed. The proposal includes improvements to the east side of 37th Avenue South between South Rose Street and South Kenyon Street be provided by widening, new paving, and installation of sidewalks and curbs.

Building Height. The committee unanimously approved and recommended that the departure to extend the height of the new addition a maximum of 10 feet beyond the 35-foot limit per Seattle Land Use Code be approved.

Parking. The committee unanimously approved and recommended that the departure to reduce the required on-site parking from 80 to 40 be approved and that overflow parking be allowed on the paved playground as proposed.

DECISION - DEVELOPMENT STANDARD DEPARTURE

1. **To allow continued on-street bus loading: Conditionally Granted.**

Condition - Prior to Certificate of Occupancy:

Improvements to 37th Avenue South, including widening, new paving, and installation of curbs and sidewalks, shall remain as presented to the Departure Committee and shall be in place prior to issuance of a Certificate of Occupancy for the school addition.

2. **To increase the permitted height for the new building addition by no greater than 10 feet: Conditionally Granted.**

Condition - Prior to Certificate of Occupancy:

Landscaping and architectural details shall remain as presented to the Departure Committee and shall be in place prior to issuance of a Certificate of Occupancy for the school addition.

3. **To allow less than required on-site parking (from 80 to 40) and allow overflow parking on the paved playground: Granted.**

ANALYSIS – SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the Seattle School District. These include a SEPA Addendum with project level

information on the Wing Luke Elementary School Renovation and Remodel Project (February, 2004); the 1992 EIS on the district's Facilities Master Plan, the 1993 Supplemental EIS for the Phase II of the Capital Improvement Program, and the 2000 Supplemental EIS on Phase II of the Building Excellence program.

Seattle Municipal Code (SMC) Section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, and must be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority.

Disclosure of the potential environmental impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, environmental documents, traffic report), and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The overview policy states in part:

“where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations).”

Under certain limitations/circumstances (SMC 25.05.665 D 1-7), mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading, and Drainage Control Code (grading, site excavation, and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and limitations on obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance

with these applicable codes and ordinances will reduce or eliminate short-term impacts to the environment and, with the exception of noise impacts, they will be sufficient without conditioning pursuant to SEPA policies. Further discussion of short-term noise, air quality, traffic and parking related impacts follows.

Construction Noise

There will be demolition and removal of portable buildings and site grading to prepare the building site, as well as other noise generating construction activities. Noise associated with the construction of the building could adversely affect the residential areas in the vicinity of the proposal site, particularly those directly across from the construction area on 37th Avenue South, South Rose Street, 39th Avenue South, and South Kenyon Way. Distances from residential properties along these streets to the areas of building demolition and construction range from approximately 80 feet to the west to approximately 150 feet to the south. Properties on South Kenyon Street (to the north) will be screened from construction activity by the existing two-story school building, which would not be altered by this project. Construction traffic, as discussed below, would also contribute to noise impacts to the surrounding neighbors. Due to the proximity of residentially zoned areas in relation to the proposal site, the limitations of the Noise Ordinance appear to be inadequate to protect the residential neighborhood. To minimize construction noise impacts to residential neighborhoods, DPD has conditioned projects of a similar scale to limit hours of construction to 7:00 A.M. to 6:00 P.M. on weekdays and to 9:00 AM to 5:00 P.M. on Saturdays. This condition has been successfully applied in the past and will be imposed here.

The Department recognizes there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues, or that could substantially shorten the total construction time frame, may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this restriction on construction hours. Such waivers must be approved by the Department on a case-by-case basis prior to such work.

It is also recognized that there are quiet non-construction activities that can be done at any time such as, but not limited to: site security, surveillance, monitoring for weather protection, checking tarps, surveying, landscaping, painting, and walking on and around the site and structure. These types of activities are not considered construction and will not be limited by the conditions imposed on this Master Use Permit.

In addition, after the building is fully enclosed, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

Construction Traffic

Construction-related traffic impacts of the proposed action would vary throughout the construction process. Some activities will require use of the local roadways and intersections surrounding the site. The greatest activity will be related to grading and filling for the new building. Deliveries of other construction materials are also to be expected during the course of construction. The demolition and removal of the portable buildings will also contribute to truck traffic leaving the site. Construction of the proposed project would require an estimated 3,584

cubic yards of fill that will be imported to the site. The export and import of this amount of material is expected to require approximately 300 truck trips during the construction period.

The construction of the project would also generate construction worker traffic. Current estimates indicate the average number of construction employees on site will be approximately between 10 and 20. However, the number could peak to approximately 30 employees during some phases, such as finish work when all trades are on site.

As a result of these trips, a negative impact, unmitigated by existing codes and regulations, will be introduced to surrounding streets and intersections. A DPD-approved Truck Trip Plan that regulates the routes of trucks carrying project-related materials is required, in order to limit area impacts as much as possible and the times during which they may travel sufficiently to avoid causing an unacceptable deterioration of intersection levels of service. A further condition must require that this Truck Trip Plan be followed at all times. As so conditioned, the adverse impacts of construction traffic are adequately mitigated.

Parking

Construction workers are expected to arrive at the site in private vehicles. Construction-related vehicles, too, will be driven to the site and left for periods of time. The parking of their vehicles on neighboring streets would create a negative environmental impact in the immediate neighborhood of the proposal site which is unmitigated by existing codes and regulations. In general terms, the number of construction workers on the project site will be at a medium level during demolition, low during grading activities, and the highest during the construction phase. It will be possible to provide on-site parking for most worker vehicles during most phases of construction.

In order to mitigate the negative impacts of construction worker vehicles and of other construction related vehicles on parking in the immediate area of the construction site, it is necessary to condition this project to require that an onsite parking area or areas be maintained with capacity to accommodate all of the construction worker's vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner which prevents the tracking of mud or dust onto surrounding streets.

Air Quality

Demolition, grading and construction activities each may create adverse air quality impacts in the surrounding area. The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. A PSCAA permit is required for the removal of hazardous materials such as asbestos. The Seattle Stormwater, Grading and Pollution Control Ordinance regulates on-site grading activities and requires that soil erosion control techniques be initiated for the duration of the work.

Existing regulation is sufficient to control short-term air quality impacts. In order to be certain that PSCAA reviews the proposed demolition it is necessary to file a Notice of Intent to demolish with that agency. A condition of this MUP will be to file a PSCAA notice prior to issuance of a demolition permit.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal. These include increased bulk and scale of the building and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

Several adopted codes, ordinances and agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions) and the Seattle Energy Code (long-term energy consumption).

CONDITIONS – SEPA

Prior To Construction Or Grading Permit Issuance

1. File a Notice of Intent to Demolish with PSCAA.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. These conditions shall be posted along 37th Avenue South, South Rose Street, 39th Avenue South, and South Kenyon Street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The Placards shall be laminated with clear plastic or other weather proofing material and shall remain in place for the duration of construction.

1. Construction activities, other than those taking place within the enclosed building, are limited to the hours of 7:00 A.M. to 6:00 P.M. on non-holiday weekdays and 9:00 A.M. to 5:00 P.M. on Saturdays. It is recognized that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore the Department reserves the right to approve waivers of this construction hours restriction. Such waivers must be requested at least three business days in advance, and approved by the Department on a case-by-case basis prior to such work. After the building is fully enclosed, on a floor-by-floor basis, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.
2. An on-site parking area or areas shall be maintained with capacity to accommodate all of the construction workers' vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner that prevents the tracking of mud or dust onto surrounding streets.

CONDITIONS - DEVELOPMENT STANDARD DEPARTURE

1. **To allow continued on-street bus loading: Conditionally Granted.**

Condition - Prior to Certificate of Occupancy:

Improvements to 37th Avenue South, including widening, new paving, and installation of curbs and sidewalks, shall remain as presented to the Departure Committee and shall be in place prior to issuance of a Certificate of Occupancy for the school addition.

2. **To increase the permitted height for the new building addition by no greater than 10 feet: Conditionally Granted.**

Condition - Prior to Certificate of Occupancy:

Landscaping and architectural details shall remain as presented to the Departure Committee and shall be in place prior to issuance of a Certificate of Occupancy for the school addition.

3. **To allow less than required on-site parking (from 80 to 40) and allow overflow parking on the paved playground: Granted.**

Signature: (signature on file) Date: March 11, 2004
Scott Kemp, Senior Land Use Planner
Department of Planning and Development

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